

### **Amendments to the Claims**

This listing of claims will replace all prior versions, and listings, of claims in the Application:

#### **Listing of Claims:**

1. (Currently Amended) In a one-piece body having a conduit formed of a first passageway having a first longitudinal axis and a second passageway having a second longitudinal axis wherein the first and second longitudinal axes intersect at an angle other than 180 degrees, the improvement characterized by: an enlarged cavity entirely within the one-piece body, defining having a center point at the intersection of the first and second passageways, having a geometry representing roughly the cross section of one of the first and second passageways at any angle, and having a center point at the intersection of the first and second longitudinal axes.
2. (Original and Reinstated) The improvement of claim 1 wherein the enlarged cavity is generally spherically shaped.
3. (Original and Reinstated) The improvement of claim 2 wherein the diameter of the enlarged cavity is at least twice the cross sectional diameter of one of the first and second passageways.
4. (Original and Reinstated) The improvement of claim 1 wherein the angle is about 90 degrees.
5. (Original and Reinstated) The improvement of claim 4 wherein the diameter of the enlarged cavity is at least twice the cross sectional diameter of one of the first and second passageways.

6. (Currently Amended and Reinstated) A method of manufacturing a one-piece body having a conduit with a first passageway having a first longitudinal axis and second passageway having a second longitudinal axis wherein the first and second longitudinal axes intersect at an angle other than 180 degrees, ~~and an enlarged cavity having a center point at the intersection of the first and second longitudinal axes~~, comprising the steps of: drilling the first passageway into the body along a first longitudinal axis; drilling the second passageway into the body along the second longitudinal axis until the second longitudinal axis intersects the first longitudinal axis; and utilizing electrochemical machining to remove material from the walls of the first and second passageways adjacent the intersection of the first and second longitudinal axes until an enlarged cavity entirely within the one-piece body, defining the intersection of the first and second passageways, having a geometry representing roughly the cross section of one of the first and second passageways at any angle, and having with a center point at the intersection of the first and second longitudinal axes is formed.
7. (Previously Presented and Reinstated) The method of claim 6 wherein the step of utilizing electrochemical machining includes removing material substantially evenly in all directions to form a substantially spherical cavity.
8. (Original and Reinstated) The method of claim 7 further comprising removing material in all directions until the diameter of the cavity is twice the diameter of one of the first and second passageways.
9. (Currently Amended) A fuel distribution system for an internal combustion engine comprising: a pump; an injector; and a one-piece body having a fuel conduit, fluidly connecting the pump to the injector, said fuel conduit being adapted for delivery of fuel at high pressure, wherein the body has a first passageway with a first longitudinal axis and a second passageway with a second longitudinal axis intersecting at an angle other than 180 degrees, and an enlarged cavity entirely within the one-piece body, defining ~~having a center point at the intersection of the~~

first and second passageways, having a geometry representing roughly the cross section of one of the first and second passageways at any angle, and having a center point at the intersection of the first and second longitudinal axes.

10. (Original) The fuel distribution system of claim 9 wherein the enlarged cavity is generally spherically shaped.
11. (Original) The fuel distribution system of claim 10 wherein the diameter of the enlarged cavity is at least twice the cross sectional diameter of one of the first and second passageways.
12. (Original) The fuel distribution system of claim 11 wherein the angle is about 90 degrees.
13. (Original) The fuel distribution system of claim 9 wherein the diameter of the enlarged cavity is at least twice the cross sectional diameter of one of the first and second passageways.
14. (Currently Amended) A unit fuel injector for an internal combustion engine, the unit fuel injector being of the type comprising a pump, an injector, and a one-piece body, having a fuel conduit in the body, fluidly connecting the pump to the injector, said fuel conduit being adapted for delivery of fuel at high pressure, wherein the one-piece body had a first passageway with a first longitudinal axis and a second passageway with a second longitudinal axis intersecting at an angle other than 180 degrees, and an enlarged cavity entirely within the one-piece body, defining having a center point at an intersection of the first and second passageways, having a geometry representing roughly the cross section of one of the first and second passageways at any angle, and having a center point at the intersection of the first and second longitudinal axes.
15. (Original) The unit fuel injector of claim 14 wherein the enlarged cavity is generally spherically shaped.

Serial No. 10/501,274  
Filed: July 8, 2004  
Page 5 of 8

Examiner: Trevor E. McGraw  
Conf. No.: 5226

16. (Original) The unit fuel injector of claim 15 wherein the diameter of the enlarged cavity is at least twice the cross sectional diameter of one of the first and second passageways.
17. (Original) The unit fuel injector of claim 16 wherein the angle is about 90 degrees.
18. (Original) The unit fuel injector of claim 14 wherein the diameter of the enlarged cavity is at least twice the cross sectional diameter of one of the first and second passageways.
19. (Original and Reinstated) The improvement of claim 1 wherein the diameter of the enlarged cavity is at least twice the cross sectional diameter of one of the first and second passageways.